

CONFIDENTIALCLASSIFICATION ~~SECRET-CONTROL/NO OFFICIALS ONLY~~COUNTRY Germany (Soviet Zone) REPORTTOPIC Cottbus Airfield 50X1EVALUATION PLACE OBTAINED 50X1-HUMDATE OF CONTENT DATE OBTAINED DATE PREPARED 3 April 1951REFERENCES PAGES 3 ENCLOSURES (NO. & TYPE) 3 - sketches 50X1-HUMREMARKS **DO NOT CIRCULATE**

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1. From 11:15 a.m. to 4 p.m. on 20 February 1951, 25 twin-engine low-wing monoplanes and three biplanes were seen in front of open hangars at the Cottbus (N 52/A 57) airfield. Five other twin-engine planes were parked at the eastern end of the runway at the take-off point. All the hangars were empty. (1)
2. The twin-engine planes had double trapezoidal wings with four landing flaps. Two slots, probably air exhausts, were on each wing, beside the engines. The planes had suspended in-line engines with three-bladed propellers, V-shaped elevator assemblies and double rudder assemblies. The engines projected 10 to 15 cm beyond the trailing edge of the wings. The landing gear retracted to the rear. The cockpit was seen in two versions. Both propellers rotated clockwise. (2)
3. The five planes seen at the take-off point were painted olive drab on their upper sides while the bottoms were painted light blue. The planes had two cannons of about 20 mm placed one above the other on each side of the nose. (3) The planes were equipped with a radio mast mounted on the forward section of the cockpit. A single wire extended rearward from the mast, dividing into two wires about 2 meters from the mast, and then leading to the double rudder assembly.
4. The five planes seen at the take-off point differed in the following features:
 - a. One version had a nose whose lower section consisted of plexiglass and with a ring aft of the nose compartment, presumably a radio installation. (4) The plane had a flat ventral turret with an open rear end and two cockpits, (5) circular bulges on the fuselage, believed to be machinegun shields, and white propeller hubs. (6)

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- b. A second version had the same general configuration, except for the rear end of the belly turret which was of plexiglass and was fitted with a flexible device, probably for a machine gun. This version had white propeller hubs. (9)
- d. A third version differed from the one mentioned in paragraph a in that it had a smooth belly turret which was approximately one meter longer. It had red propeller hubs.
- d. In addition to the version described in paragraph a, a fourth version had, under its fuselage, a black circular attachment protected by a windshield. (6) The ventral turret had the same configuration as the one mentioned in paragraph b. (7) However, there was a drop-like attachment aft of the belly turret. The single cockpit had a flexible machine gun turret. The propeller hubs of this version were white. (10)
- e. A fifth version differed from the fourth one only in that the drop-like attachment aft of the ventral turret was missing.
5. The take-off point was about 250 meters from the eastern end of the hard-surfaced runway. The landing T was south of the take-off point on the edge of the runway. Approximately 100 meters south of the landing T, truck, a radio truck with a rod antenna about 4 meters high, a tank truck, two open trucks and two passenger cars were parked. Fifty to fifty-five men were observed at the take-off point. Flying activities were from 10:30 a.m. to 3 p.m., with an interval from 1 to 1:40 p.m. The aircraft described in paragraphs 4a, b, and c circled the field for a duration of three to four minutes. After two circles the aircraft landed and one crew member was changed. About half the length of the runway was needed for the ground take-off run. The aircraft described in paragraphs 4b and d were seen making two one-hour flights during the afternoon. The sky was 5/10 overcast with a southwesterly wind. 50X1-HUM
6. [redacted] landings made were not expert landings. The plexiglass nose of the aircraft mentioned in paragraph 4c seemed to have been covered by black blinds. It is believed that the first training flights were made in the weeks preceding 30 February, followed by landings and take-offs with types of aircraft mentioned in paragraphs 4a and c with the instructor sitting in the elevated rear seat. The first solo flights were apparently made with aircraft of type mentioned in paragraph 4e. The first cross-country training flights, under the control of the flight instructor, were made with aircraft of type mentioned in paragraph 4b, while the first cross-country solo flights were made with aircraft of type mentioned in paragraph 4d. Only 50 percent of field's capacity was being utilized.
7. No building materials were observed on the southern edge of the landing field. This area had been leveled and sown with grass. No lighting facilities were observed along the runway. As far as could be observed from the southern edge of the field, no radio or radar installations were observed at the northern edge. Trucks [redacted] near the entrance to the field. 50X1-HUM

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Comments.

- (1) These data confirm the occupation of the field by bombers. Two bomber regiments equipped with about 70 Pe-2s are believed to be stationed in Cottbus.
- (2) All these aircraft were of Pe-2 type. Different versions of this type seem to be in existence. Details on their specific utilization are not available.
- (3) This information is new. The Pe-2s, which have become known so far, had only two 76.2-mm machine guns, one on each side of the nose.
- (4) The existence of this ring, presumably a directional loop antenna, was previously known.
- (5) The observation of double cockpits was previously reported. On the basis of the present report it is believed that the version of the Pe-2 fitted with such cockpits is being utilized for retraining purposes. In the standard version of the Pe-2, pilot and radio operator sit in tandem fashion facing in opposite directions. It is believed that the Pe-2 mentioned in paragraph 4a is used by a flight instructor and a student, the latter using the pilot's seat.
- (6) This attachment is reported for the first time. Its purpose cannot be determined. The windshield may have been the hatch cover which was not completely closed.
- (7) This drop-like device is reported for the first time. It may have been a generator or a container for a rotating antenna.
- (8) For sketch of aircraft of type 4a, see Annex 1.
- (9) For sketch of aircraft of type 4b, see Annex 2.
- (10) For sketch of aircraft of type 4d, see Annex 3.

3 Annexes: sketches on ditto

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Annex

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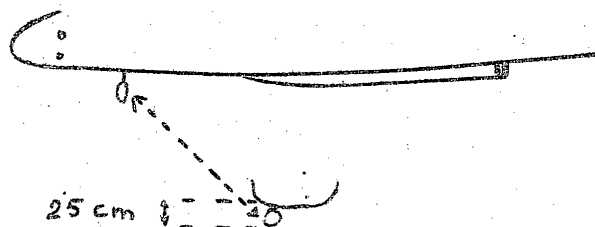
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Aircraft of type 4a

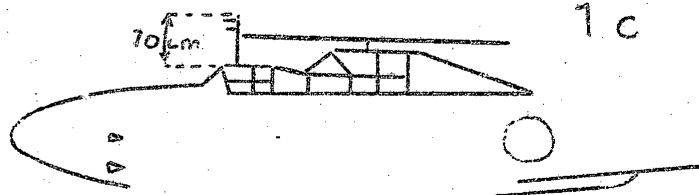


1a

1b



1c



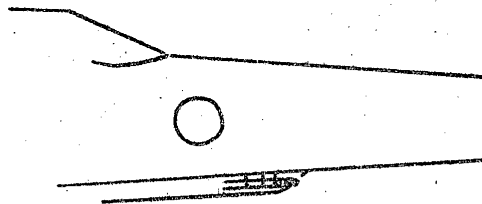
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Annex 2

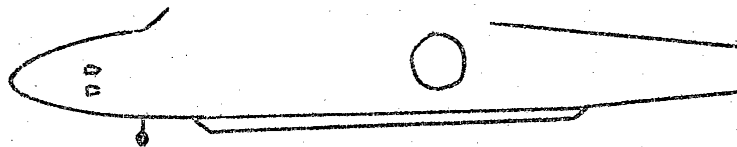
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Aircraft of Type 4b

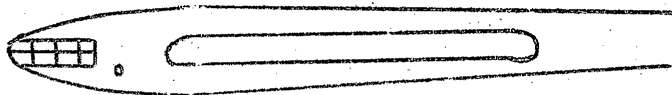
2a



2b



2c



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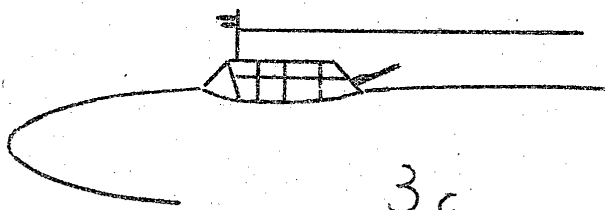
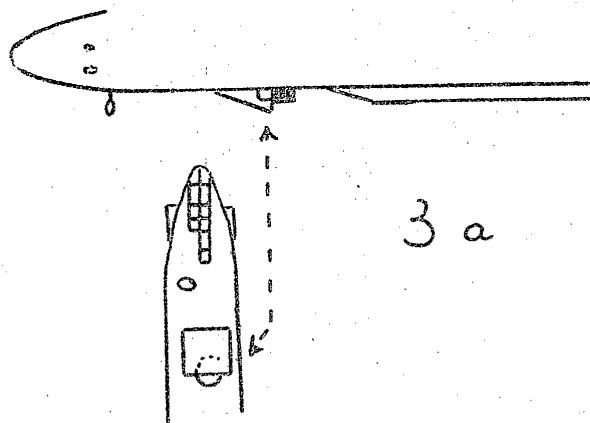
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Aircraft of Type 4d



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